

SOME RAMBLING HISTORICAL NOTES  
AND REMINISCENCES

OF THE

*Early Days in  
Saskatoon*

WITH PRELUDE REGARDING THE FORMATION  
OF THE DOMINION OF CANADA

*By Adam Turner, J.P.*

♦ ♦  
*Mrs. Petty  
with Compliments  
of the Author  
Adam Turner  
Nov. 1932*

SASKATOON, SASK.  
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## PRELUDE

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1867

Confederation established. The new Dominion comprised the Provinces of Nova Scotia, New Brunswick, Quebec and Ontario. The Colonies of British Columbia and Newfoundland and the Province of Prince Edward Island refused to join.

1869

The Dominion of Canada purchased from the Hudson's Bay Company all their rights and interests in British North America for the sum of one million, five hundred thousand dollars, with an agreement whereby the Hudson's Bay Company was allowed to retain ownership of the eighth and twenty-sixth sections in every fifth township, and in every other township the eighth section and the south half of the twenty-sixth section; also all their stores and forts. This purchase and agreement included all the lands and territory between the Great Lakes and the Rocky Mountains. The Company has had complete possession of this vast area ever since 1670.

1870

In this year Manitoba was established as a province, and automatically became an adjunct to the Dominion.

1871

British Columbia now agreed to join the Dominion on condition that a railway be built, without delay, to connect up all the provinces.

1873

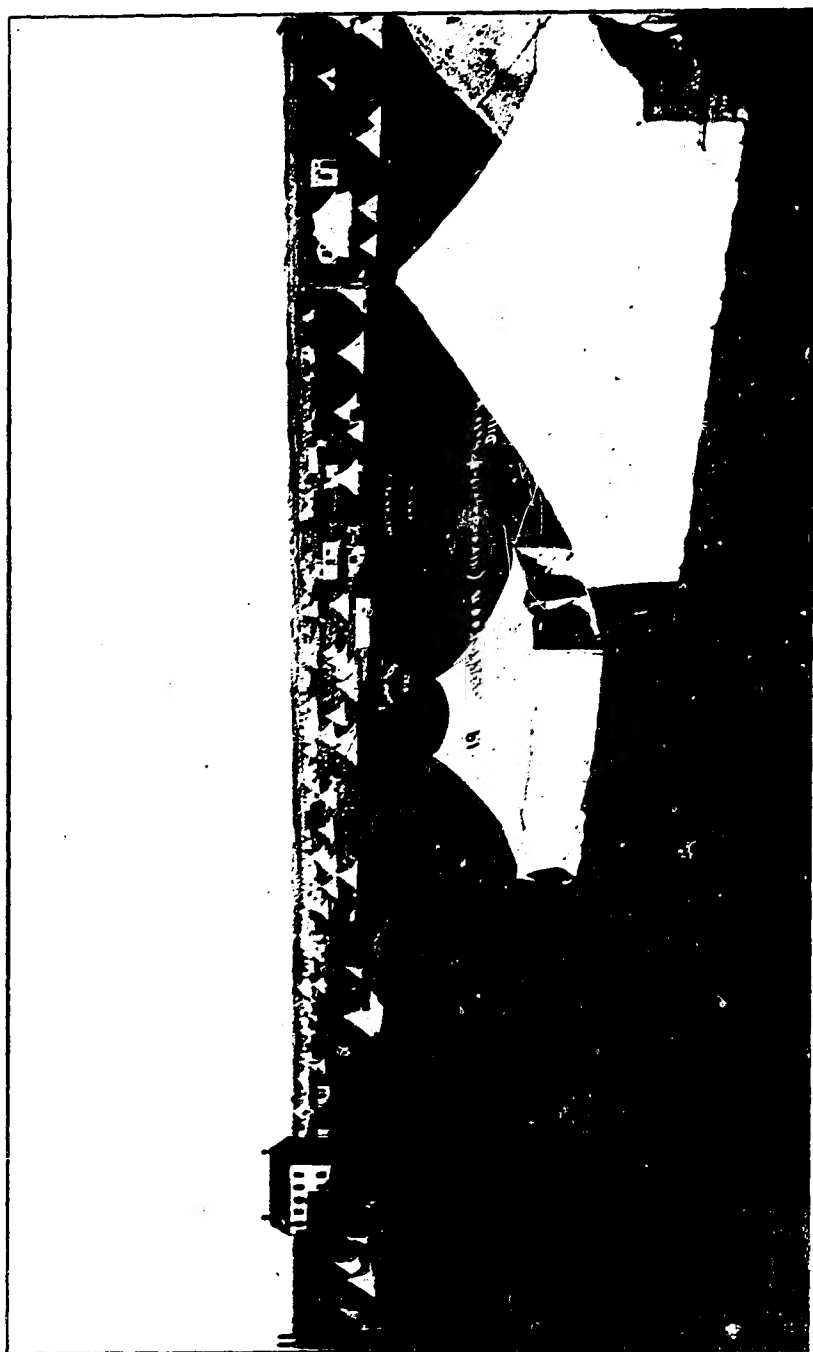
The Province of Prince Edward Island now joined the Dominion.

In 1905 two new Provinces, Alberta and Saskatchewan, comprising all the territory between Manitoba and British Columbia, were established. These were added to the Dominion, making in all, nine Provinces.

A dispute arose about the location of the Capital. This was settled by Queen Victoria, who fixed Ottawa as the Capital.

Sir John A. MacDonald was the first Premier of the Dominion. To meet the condition of British Columbia's entrance, and to strengthen and extend the Dominion westward, steps were taken to start the gigantic task of building a railway across the continent. After much delay and some failures, at last a company was organized, named the Canadian Pacific Railway Company. This Company was, and had to be, heavily subsidized by grants of large tracts of land, also grants of money. Building operations began in 1881 and were completed in 1885—record time.







# *Early Days in Saskatoon*

BY ADAM TURNER, J.P.

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1882

## SASKATOON

In this year, 1882, the Temperance Colonization Company was formed at Ottawa chiefly by capitalists and prominent prospective settlers from Toronto, Hamilton and the surrounding country. This company purchased from the Dominion Government several townships, comprising one million acres, for one dollar per acre.

Saskatoon became the central point, or capital, of this block of land. Mr. J. N. Lake, of Toronto, was president of the colonization company. In the fall of 1882, Mr. Lake, and a surveyor employed by the Company—Mr. Blake—came to the colony and camped on a spot at the top of the long hill. They decided to establish there the townsite of the new colony.

1883

In this year many of the members of the temperance colony came. Prominent amongst these were—Thomas Copland, druggist, from the City of Hamilton, whose name was famous in the Province of Ontario as the inventor of Copland's Sweet Castor Oil; Robert Hamilton, George Grant, John Conn, James M. Eby, William Powe, Dr. Willoughby, Gerald Willoughby, Capt. Andrews, Archie Brown, Clarks, Garrisons, and others. Gerald Willoughby brought to Mr. Lake a bunch of berries. Mr.

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Lake asked their name, and on being told "Saskatoon" said he would name the townsite after the berries. Subsequently the name of this locality was changed to Nutana when the name Saskatoon was transferred to the north-west side of the river.

Saska-too-min is the proper form, and means early berry. Great quantities of these berries grow in the bush by the river, called by some of the early settlers "June berries"; they make splendid jam.

1884

Saskatoon's first school opened in August, 1884. The building served the original citizens, members of the Temperance Colonization Society, for school, church, and later, as a granary. Mr. J. W. Powers was the first teacher, and the colonists raised the magnificent sum of \$271.64 as his salary.

The building was one of the first ever erected in the townsite survey. The school was a volunteer affair, and the Saskatoon School District of the North West Territories was established in 1886, being assigned the number which it still bears—13. Thomas Copland, Dr. J. H. G. Willoughby and George Grant were the first trustees. Mr. Powers left Saskatoon in 1885, and Mr. Gerald Willoughby was engaged as teacher, followed by Mr. A. B. Davidson, who was the first official teacher. The Saskatoon school was eventually established in a stone building on the same street, built for the purpose by Alexander Marr. Today that school still stands, transplanted, as a memorial, to the University grounds, where it serves as archives building.

## RIEL REBELLION

The nearest point to Saskatoon where actual fighting took place during the rebellion was several miles north and west. The nearest ferry was at Clark's Crossing, fourteen miles north of Saskatoon. Mr Robert W. Caswell was telegraph operator at Clark's Crossing. The Whitecap band of Indians were located on their reserve a few miles south of Saskatoon, on the east side of the river. Whitecap, the Chief, was opposed to joining the rebellion or to taking any part in it. However, all the younger Indians were eager and anxious to join in the uprising, so they finally persuaded or compelled the elderly Chief to join the rebel forces in the north.

All Saskatoon residents were in terrible dread and fear that they would be massacred by these Indians. Thomas Copland, John Hamilton and Dr. Willoughby, with Gerald Willoughby as interpreter, started out for the purpose of stopping their march if possible; the trail passed directly through Saskatoon. They met the Indians, and by means of kindly interview, much parley, and firm persuasion, induced them to pass around and not through Saskatoon on their war-like march.

Afterwards Saskatoon was used as an hospital base for several volunteers wounded in battle.

1887

In this year the first Agricultural Society was formed. Mr. Joseph Caswell was chief director and manager. The Exhibition was held at the top of the long hill, "Louise

Grounds". This event is clear evidence that some farmers and settlers were making substantial progress in spite of many hardships, drawbacks and privations.

1890

#### FIRST RAILROAD

A company of capitalists was formed in Winnipeg, called the Qu'Appelle and Long Lake Railway Company. A road was built extending from Regina to Prince Albert. It was equipped and operated by the Canadian Pacific Railway Company. Prior to this period all transportation was via Moose Jaw, the nearest railway point. Many were the hardships experienced in this work, ox teams and single ox carts being the chief means of conveying loads. In the summer, when the water was high, some merchandise was conveyed by scows. At first trains were seen twice a week, then every second day for several years. The station was placed on the north-west side of the river at the corner of what is now Twentieth Street and First Avenue. Mr. C. D. Fisher, our late efficient exhibition manager, was the first station agent.

During the previous two or three years many of the original colonists, discouraged and weary because of very dry years and consequent lack of crops, had left, some going to Prince Albert and others to the Battleford district. Both Battleford and Prince Albert were of considerable size and importance—having been founded long before Saskatoon.

For several years the seat of the Territorial Government was at Battleford, but when the Canadian Pacific Railway was built the seat

of government was moved to Regina. The building of the railroad and the placing of the station on the north-west side of the river was the beginning of Saskatoon as we name it today.

1900

#### CHEAP LOTS

The Townsite Trustees held a bargain sale but did not succeed very well. Lots on First Avenue were twenty dollars and five dollars extra for corners. The site of the Canada Building, consisting of three lots, was sold for sixty-five dollars. Second Avenue lots were cheaper, fifteen dollars each, and five dollars extra for corners. There were no newspapers. This was the time of the Boer War, and Mr. A. E. St. Laurent, the always obliging station agent, provided a bulletin of telegraphic news nearly ever day, telling of successive defeats until Kimberley was relieved, Ladysmith saved, Cronje captured, Kruger fled, and Pretoria taken.

1901

In this year general conditions began to brighten. Saskatoon was incorporated as a village, with Jas. R. Wilson as overseer, and John Clisby as chief constable and health officer. The ordinance required twentyhouses within a square mile, and by counting all the shacks the desired number was secured.

Great inconvenience was experienced from having only one post office, and that on the south-east side of the river. The only way to cross the river was by the railroad bridge or by the ferry immediately east, operated by Mr. Stuart. A petition was drawn up, cir-

culated and signed by the villagers, forwarded to the proper authorities, and a new post office was granted. Mr. Alan Bowerman was appointed postmaster. Mr. Bowerman first came to Saskatoon in 1899. The new post office was called West Saskatoon. Subsequently considerable confusion was experienced by having the two post offices, Saskatoon and West Saskatoon. Mrs. Powe, a charming lady, kept the office on the east side. Application was made to the postmaster-general by the residents on the east side for a new name for their office. The name "Nutana" was submitted, and accepted. This is an Indian word, indicating "first born".

About this time lots were selling on First and Second Avenues for thirty dollars, with ten dollars extra for corners. In some cases building conditions were imposed, requiring the purchaser to erect a building at least two hundred dollars in value.

1902

In this year things began to move lively. The Saskatchewan Valley Land Company, the Dominion Government, and the Canadian Pacific Railway Company simultaneously commenced a great advertising campaign, determined to get immigrants and settlers into the country. The results were most satisfactory. The Saskatchewan Valley Land Company bought from the Dominion Government several thousand acres of land at a very low price. People from the United States, from Eastern Canada and from Great Britain came in by thousands. Rev. Isaac M. Barr secured from

the Dominion Government a large tract of land, of which Lloydminster is now the centre, to be settled on by immigrants he contracted to bring from Great Britain. The Canadian Northern Railway Company, owned by McKenzie and Mann, proceeded to build a railway from Manitoba to Edmonton, with ultimate destination the Pacific Coast; this is the line running east and west through Warman. In October, 1902, the Phoenix newspaper was established as a weekly by Mr. Leonard Norman.

In the fall of this year gloom was cast over the village by the tragic death of Mr. W. H. Sinclair, legislative member for Saskatoon district. Mr. Sinclair had gone out to shoot geese. When placing his gun in the wagon it was discharged. The charge lodged in his breast, killing him instantly. His death was universally regretted; he was a live business man and exceedingly popular. On December ninth a by-election was held, and Mr. James Clinkskill was elected over Mr. B. Chubb. About this time Mr. J. F. Cairns arrived and opened a confectionery and bakeshop on First Avenue. Nearly all that part of the village east of First Avenue was covered with wild natural growth of scrub, composed of poplar, red willow, wolf willow, thorn and wild roses; through this the streets had to be brushed out, all except First Avenue, where there was a beaten trail parallel with the railway. The nuisance ground was on the corner of what is now Twenty-Third Street and Third Avenue. The only trees of any size were a bunch of poplars where Arthur Luke's laundry now

stands. The Bank of Hamilton opened an office about this time, closely followed by the Union Bank.

1903

About April first the Barr Colony arrived. Arrangements had been made with the Dominion Government in the preceding year. It was necessary that all should detrain at Saskatoon, which was the nearest railway point to their destination in Lloydminster. From Saskatoon they had to travel by the old Battleford trail to Battleford, then through the prairie wilderness to the end; in all, more than one hundred and sixty miles. This was a most difficult, trying and tedious experience for people entirely unaccustomed to such a life. Detention in Saskatoon was necessary in order to procure horses, oxen, cows, all kinds of implements, food stuffs and miscellaneous supplies. To accommodate such a large number of people—about eighteen hundred men, women and children—hundreds of bell tents were furnished by the government. These were located on the land which was then a government school section, being immediately west of the railway tracks and station, and extending to the river. So long as the Barr Colonists were there the locality had the appearance of a veritable military camp. They arrived early in April and left before the end of May. As it was well known previously that they would arrive and tarry here, large stocks of all kinds of goods, suitable and necessary to outfit the new settlers, were on hand. During the preceding winter many new stores had been established, some of which were M.

Isbister & Son, hardware; S. A. Clark, hardware; Geo. Fraser, harness; Dawdy, harness; A. E. Young, furniture; Currie Bros., general store; J. F. Johnson, druggist; Dr. Sparrow, V.S.; Oliver and Kempthorne, hardware; W. H. McBeth, dry goods; Archie Smith, groceries.

This important influx was the real commercial life-start of Saskatoon. The Rev. Isaac M. Barr claimed to have organized a co-operative store, a transportation company, a hospital and other necessary requisites; this proved to be all a myth, and for the lack of such necessary provisions the army of immigrants suffered great hardships and privations. Intense dissatisfaction was freely expressed by all parties, some even threatening personal violence to the discredited leader, Barr. Finally the Rev. Barr was unceremoniously rejected by the immigrants, and their chaplain, the Rev. George Exton Lloyd, chosen in his stead. During the settlement period the Rev. George Exton Lloyd proved himself a wonderful counsellor, a reliable guide and a tower of strength to the colonists in this their time of many discouragements and difficulties. The town and name of Lloydminster stand as a lasting monument to the services of this courageous leader. On May thirty-first the east half of the school section, immediately west of the railway, was sold by auction by the government. The price paid was one hundred and seven dollars per acre, and was purchased by Willoughby, Butler and Richardson. This was considered a fabulous price and was away above any price obtained for school lands up to that time.



Some local historians place the population of the village at this time as 113, but this is entirely erroneous. The real population was 450. The figure 113 applies to the decennial census of 1901. I arrived in Saskatoon on May thirty-first, a few days after the Barr Colony had left. I travelled in a colonist car, brought a tent and lived in it for some time. Our son, Bill, accompanied me. Saskatoon, a village, had grown sufficiently to entitle it to be incorporated as a town. The proper procedure of applying to the legislature having been enacted, an election for councillors was held in July. Considerable difficulty was experienced in getting the required number—six.

The difficulty consisted in finding six men who were assessed high enough to enable them to make the oath of qualification. At the election nine ran, and six were elected. Of these it was found that only three could qualify.

After considerable delay and manoeuvring three were found who could qualify, and they were elected by acclamation. Thus the new town council consisted of Jas. R. Wilson, Mayor, formerly village overseer; Messrs. Alan Bowerman, Thomas Copland, Robert McIntosh, R. W. Dulmage, C. R. W. Willis, and Archie Smith; S. A. Mighton, chief of police and health inspector; W. C. Sutherland, secretary-treasurer; and D. T. Smith, town solicitor. Mr. Sutherland resigned in 1904, and Adam Turner was appointed secretary-treasurer. During the summer of this year, 1903, the Canadian Northern Railway was built through Warman. Survey of the Grand

Trunk Pacific was started in the winter of 1903-1904.

About midsummer of this year the school board purchased the block on which the City Hall now stands, the purchase price being seven hundred dollars. It was covered with a heavy growth of wolf willow, and was regarded as being almost in the country. Subsequently every school site purchased comprised a whole block. Immediately, the contract was let for a new school to cost thirteen thousand dollars. Mr. R. W. Caswell was the contractor for the building. Russell and Archie Wilson had the contract for the basement. Many and loud were the caustic criticisms expressed by the indignant ratepayers on the trustees for their wildly expensive extravagance.

The first board of trade was organized in January of this year. James Leslie was president, and J. F. Cairns, secretary.

A few days after I and my son Bill arrived we were rudely awakened in our tent in the early morning by much noise caused by several men with a team of horses moving a shack which had stood close by our tent. Later, when we arose and made enquiries, we were informed that the man who occupied the shack had developed smallpox. The doctor, Dr. Stewart, had ordered the shack with the patient removed to a point on high ground just north of J. F. Cairns', now the Hudson's Bay Company's store. A yellow flag was flown from the shack, and here was established a most complete, economical and satisfactory isolation hospital.

Early one evening in October a cry of fire suddenly aroused the people. Everybody rushed to the street. Fire was belching through the roof of A. E. Young's furniture storehouse, situated east of Second Avenue, between Twentieth and Twenty-first Streets. There was no fire fighting equipment, and many declared the whole town would be burned up. Suddenly a man with a bright and timely idea called on the men to seize a shack close to the burning building; this was quickly tumbled over and over until it landed in the middle of the street. Then the leader called on his men to return and seize another shack on the other side of the burning building—this was handled as the first, then another and another. Thus the fire was completely isolated and the town saved.

1903

In the fall of this year Lord Minto visited Saskatoon, travelling eastward from the coast. At Edmonton he and his party left the railway, secured horses and carriages, and drove on the trail from Edmonton to Saskatoon. Lord Minto and his aides rode on horseback, while the ladies rode in the carriages. They were escorted by a company of the North West Mounted Police.

1904

In 1904 Mr. W. P. Bate was appointed secretary-treasurer of the public school board, for all time, at least current history so indicates.

In the spring of this year it transpired that the survey of the Grand Trunk Pacific was being made through Hanley and on westward,

through what is now Zealandia. As previously stated the Canadian Northern had been built in 1903 through Warman, and was rapidly approaching Edmonton. Warman is fourteen miles north and Hanley sixty miles south of Saskatoon, so naturally Saskatonians suddenly realized that they were being coldly shut off from the main railway arteries. During the summer there was a decidedly pessimistic feeling abroad in the town and the adjacent country owing to the apparent railway isolation of the town. In the spring of this year, on April fourteenth, the railway bridge (the only bridge in the town) was swept out by the immense rush of water and ice caused by the regular spring ice break-up. Miss Wilma Dowler, now Mrs. R. R. Morgan, nearly lost her life in the destruction of the bridge. She was teaching school on the south side of the river and resided with her sister, Mrs. Dr. Stirton, on the north side. She was crossing the bridge on her way to school about 8.45 when, about midway, some of the timbers of the overhead structure began to crack, and suddenly one piece fell into the turbulent waters. This gave such a shock to Miss Dowler that she was momentarily dazed by fright, and stopped; fortunately she quickly regained control of herself, and realizing the terrible danger she ran as rapidly as the uneven footing of the irregular railway ties would permit. She reached the end safely, and turning to look back, she saw the very span on which she stood when it began to break, go crashing into the mighty rushing waters below. This catastrophe accentuated the already gloomy view of the townspeople.

The ferry at this point, operated by Mr. Stuart, could not be worked because of the greatly swollen river. A small steamboat, out of commission, and lying high and dry on the river bank, was commandeered, fitted up and put into service, forming a link between the railway on both sides of the river. The "crew" of this boat comprised Louis Gougeon, captain, and Charlie Martin, engineer. Mrs. W. C. Sutherland, as a handsome bride, first arrived in Saskatoon by this route. Quickly the railway company began to build a temporary pile bridge; later they built the present bridge, with concrete piers.

In the fall of this year, 1904, the Grand Trunk Pacific changed its plan of survey, and placed the line (the main line) where it is now, three miles out. This important change gave fresh courage and inspiration to Saskatoon, and real estate made a decided jump. In the fall of 1903 the first debentures were issued for the sum of \$10,000, but not sold until 1904. The money was to be used chiefly as follows: Purchase of fire engine, \$2850; grading streets and building plank sidewalks, \$2,000; purchase of city park, \$1,500; improvements to same, \$250; salaries, \$1,000; reservoirs as protection against fire, \$1,600; contingencies, \$1,000. School teachers' salaries, payment on debentures and many other expenditures had to be provided for by the general tax levy.

In order to make the working of the fire engine practicable, reservoirs were required; these were made by digging pits about ten or twelve feet square, lined with planks, and made as nearly watertight as possible. They were

securely covered over. The engine was then put in action, and water pumped from the river to fill the reservoirs. In case of fire, water would then be used direct from the reservoirs. One of these reservoirs was on Nineteenth Street at the foot of Second Avenue. Another on Twentieth Street, corner of First Avenue, in front of Billy Davidson's clothing store. A third was on Twenty-first Street, corner of Second Avenue, in front of Cairns' store, now Bank of Commerce. These reservoirs were all removed when the water-works system was installed.

In this year the town purchased from the owners of the Temperance Colony fifty-four acres immediately north of the city limits, Twenty-fifth Street, and bordering on the river. The purchase price was one thousand five hundred dollars. Subsequently the hospital was built on the north-east corner, and King Edward School on the south-west corner.

The town council granted a telephone franchise to a local company.

1905

In the spring of this year the town purchased two lots on the corner of Twenty-first Street and Third Avenue, for the sum of three hundred and twenty-five dollars, and the following year built a cement block building for a fire hall. Later a frame building was erected for a town hall. This site is now occupied by Eaton's store.

In this year the village of Riversdale, on the west side of the railway track, was incorporated. Matt. Jordan was elected overseer. During the summer Mr. Willis Chip-

man, a civil engineer in Toronto, was employed to make a topographical survey of the town, with a view to the installation of a sewer and water system.

In the summer and fall of this year, 1905, typhoid fever was prevalent. Sanitary conditions were bad. There was no sewer and water works, and no hospital. Nearly all the water for household purposes had to be conveyed from the river. In the early fall a number of the citizens, business men and others volunteered and got together on a Sunday and erected a temporary hospital, made of a wooden frame, and boarded and covered with tar paper. Miss Silby, an English nurse—the only nurse in the town—volunteered to take charge. By Sunday evening there were seventeen patients in the hospital. Later, this heroic nurse was seized with the dread disease and died.

In this year, 1905, a large part of the north-west territories was converted into two provinces, Alberta and Saskatchewan. A contest for the Saskatchewan capital was waged between Saskatoon and Regina. The latter, as every one well knows, won. Following this change a general election was held. For Saskatoon district Mr. W. C. Sutherland and Doctor Munroe were the two candidates, the former a Liberal, and the latter a Conservative. Mr. Sutherland was elected, and subsequently was made Speaker of the Legislature. In the fall of this year the Canadian Northern Railway Company purchased from the Qu'Appelle and Long Lake Railway Company the line of railway from Regina to Prince Albert. The

Canadian Pacific Company, which had been operating this line, was suddenly compelled to relinquish it, and immediately proceeded to build a new line. This is the line now running through the city east and west.

1906

In the spring of this year the town of Saskatoon and the villages of Nutana and Riversdale all agreed to unite and form one real city. The necessary legal formalities having been enacted, Saskatoon was on the first day of July, 1906, proclaimed a genuine city. Great rejoicing.

The first city council was composed as follows: Mayor, Mr. James Clinkskill. Aldermen: Messrs. R. B. Irvine, Jas. H. Thompson, John Ashworth, Wm. Hopkins, Dr. Munroe, W. H. Coy, F. A. Blain and W. J. Bell. Secretary-treasurer, assessor and tax collector, Adam Turner. Solicitor, D. T. Smith; Chief of Police, R. G. Dunning; Fire Chief, David Leyden; Resident Engineer, A. R. Campbell, with W. E. Turner as assistant. In August of this year the city was honoured by a visit from the Governor-General, Earl Grey. Unfortunately he was suffering from a severe injury to one eye, and consequently was unable to participate in any of the many hospitable entertainments which had been prepared for him.

As stated, engineer Chipman made a survey in the summer of 1905 preparatory to the installation of a sewer and water system. As a result a contract was let and the necessary pipes were laid in Second Avenue. In this year the provincial government began to build the



traffic bridge at the end of Third Avenue; it was completed in 1907.

1906

In April the Weekly Phoenix was changed to a daily, under the ownership and management of J. A. Aikin, as a Liberal paper.

In May of this year Thompson and Tryon established the "Capital" as a daily—a Conservative paper.

1907

This was a lean year: poor crops, financial stringency throughout the whole country. Not much progress in Saskatoon or anywhere else. However, there was some advancement. The city council instituted an investigation to determine the possibility of developing power from the river. Mr. W. H. Mitchell, a noted mining engineer in Toronto, was employed to make a thorough investigation and to report on the feasibility of the project, and also to give an estimate of the possible volume of power obtainable and the cost. In due course Mr. Mitchell reported that such a proposition was reasonably feasible, and the estimated volume of power to be obtained four thousand, three hundred horse-power. The estimated initial cost of installing such a system was seven hundred thousand dollars.

The winter came on early in 1907, and was exceedingly stormy and cold. The Canadian Northern Railway Company was short of rolling stock for their lines. Several old engines had been purchased, but these were entirely inadequate to cope with the extreme cold and numerous heavy showdrifts. Consequently

serious difficulties and complications resulted. At one period there was an acute shortage of fuel, and it was proposed to cut all the wood and trees on the river banks. Fortunately it never became necessary to carry out this proposal.

Financial conditions were difficult; the city had let a contract for the establishment of an electric light and power plant, for the payment of which debentures were issued, but could not be sold. The bank refused to advance any money; the contractors were pressing severely for money. Fortunately for the city, Jas. R. Wilson, who was mayor at the time, came forward and pledged his personal credit for \$40,000. The situation was relieved, the works went ahead, and all ended well.

In 1907 the Court of King's Bench and the District Court were established in Saskatoon in temporary quarters. Building of the Court House was started in 1907 and finished in 1908, when the business was moved into the new building. Judge E. A. C. McLorg was appointed District Court Judge, F. M. Borland, Clerk of Court, and L. G. Calder, Sheriff.

1908

The Post Office at the corner of Twenty-first Street and First Avenue was built in this year. Mr. Malcolm Isbister was post master until his death in July, 1920.

On June 8th, at the time of high water, the steamer Medicine Hat, owned and operated by Capt. Ross, of Medicine Hat, steamed gaily down the river from Medicine Hat, and was completely wrecked on the traffic bridge. The

top part of the boat struck square against the bridge. Quickly the swift current turned the boat around against the sharp face of one of the piers, the back of the boat was broken and all cargo lost. Several passengers were aboard; by quick action they all scrambled on to the bridge before the boat broke. Mr. John McNeely had several tons of flour aboard; this was lost. Capt. Ross started out for Winnipeg with a view to selling the boat there. The wreck was a very severe loss to him. No steamboat has favoured Saskatoon as a port of call since that time.

1909

The Registration of Land Titles Office was established here in this year. Mr. D. T. Smith, solicitor, was made registrar. Prior to this time all court trials were conducted in Prince Albert, and all land title registrations were executed in Prince Albert.

In this year the provincial legislature decided to build and equip a Provincial University. A lively scrimmage took place. All the cities of the province took a very active interest, each claiming to be the only proper location for the University and the grounds necessary therewith. After considerable hard fighting and manoeuvring Saskatoon succeeded in landing the coveted plum. A splendid site was selected on the east side of the river, comprising about fifteen hundred acres. A large part is being used as a farm in conjunction with the agricultural college. Beautiful stone buildings have been erected at a cost of three million dollars, and others are to be added. The stone for these buildings is obtained a few miles

north-east of the grounds. Horses, cattle, sheep, swine and poultry, all of the very best breeds, are kept on the farm. The authorities were fortunate in securing Dr. Walter C. Murray, as President. He is a gentleman of the highest calibre and integrity, a good administrator, honoured and admired by all who have the privilege of his acquaintance.

Emmanuel College—Anglican—was moved from Prince Albert and established on the university campus here in the form of a beautiful stone building, the architecture and material being in line with the university buildings. Archdeacon Lloyd was principal of the college, and Adam Turner, bursar. There are about sixty students annually in residence in this college, which is in affiliation with the university.

A Presbyterian College of large dimensions and elegant design occupies a space on the campus.

In this year, 1909, the Canadian Northern Railway Company started to build its line to Calgary. Saskatoon is now a very important railway centre. It is served by all three big continental railways, C.P.R., C.N.R., and G.T.P.

Very rapid growth and development continued from 1909 to 1913.

During this period all the large and expensive buildings were erected. These include two collegiate institutes, ten beautiful and costly public schools, several large, beautiful, and expensive churches, two splendidly equipped hospitals, St. Paul's and the City Hospital. Many elegant and costly private residences,

buildings for city utilities, several first class hotels and three fire halls. The Canada Building, built by Mr. Alan Bowerman, the finest office building between Winnipeg and Vancouver, stands as a lasting monument to his endeavours.

1912

The street railway was built and put in operation.

In this year the Saskatoon Horticultural Society was started. Mr. Alexander Porteous was the instigator. Mr. Porteous succeeded in interesting ten or twelve floral enthusiasts. They met together in the office of Mr. John Jackson, J.P. After some discussion it was there and then decided to launch the society. Mr. Jackson was made president, and Mr. Porteous, secretary-treasurer. The first flower show was put on in August, 1912, in a tent on the city hall square. Although the quantity was not large, the quality was of a high order, and the show was voted a grand success. Every year since, a flower show has been held, constantly increasing in volume, quality and importance.

In this year the Governor-General—the Duke of Connaught—visited Saskatoon.

At the request of the officials of St. John's Church he laid the corner stone of St. John's Cathedral, then under construction.

1913

The provincial government started the construction of a new bridge at Twenty-fifth Street which was completed in 1916. It is a very beautiful bridge, twelve hundred feet long and

thirty-six feet wide, consisting of ten concrete arches. It is built with an incline, the end on the east side of the river being forty feet higher than the west. The bridge cost about seven hundred and fifty thousand dollars, the city contributing one-third of this sum.

The great war, breaking out in 1914, put a stop to all civic progress, or any other progress, for several years.

Saskatonians justly pride themselves on having one of the finest, cleanest, most modern and up-to-date cities on the continent. The rapidity of growth, from 1903 to 1913, was marvellous, the population increasing from four hundred and fifty to thirty thousand.

Saskatoon has municipal ownership in its city hospital, street railway, electric lighting and power plant, water works (including sedimentation reservoirs and a filtration plant), the most modern in existence. The telephone service is owned and operated by the provincial government. It is known as the automatic system, most perfect, most satisfactory and most modern in practical use.

Saskatoon is in every sense a complete city of the most approved construction and finish; with all its beautiful and costly homes, churches, schools, firehalls, hospitals, colleges and university; with its seventeen beautiful parks, comprising three hundred and ninety acres, fifty-four miles of concrete sidewalks, forty-four miles of water mains, forty-six miles of sewer piping, three and one-half miles of street paving, fifteen and one-half miles of street railway, and with the stately, magnificent

Saskatchewan river meandering in beautiful curves through the centre of the city.

Let us as loyal citizens take courage and spur ourselves to improve and decorate our homes by planting flowers and shrubs, vegetable gardens, by keeping down and eradicating all weeds and whatever else may offend the eye; then we shall surely be a happy, contented and progressive people.

*"Surely in toil or fray,  
Under an alien sky,  
Comfort it is to say  
Of no mean City am I."*



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